

AIRPORT DIRECTORY LEGEND(SAMPLE)

1 — 2 — OWOSSO COMMUNITY (5D3) — 3

<p>FREQ</p> <p>CTAF/U 123.0</p> <p>*FLINT APP/DEP (R)</p> <p> N/W 128.55</p> <p> E/S 118.8</p> <p>GCO 121.725</p>	<p align="right">4 — 736' ELEV</p> <p align="center">5 — LOCATION</p> <p align="right">11-03 10202.A 76-1</p>
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SCALE IN FEET

SKETCH

<p>13 — RUNWAY LENGTH BEYOND DSPLCD THR</p> <p>06/ 1413' *10/ — * 18/ 2179'</p> <p>24/ — *28/ — * 36/ 1585'</p>	<p>COORDINATES — 20</p> <p>42° 59.57'N</p> <p>084° 08.33'W</p>
<p>14 — FM CITY: 1.7 mi E</p> <p>15 — LGT: ROTG BCN. MIRL—STD PCL CTAF, DALGT HRS by req only.</p> <p>16 — MGR: Jeffrey Thorton Dan Ferrier, Asst.</p> <p>17 — PH: 989-725-1969 989-666-1840 (Mgr Emerg)</p> <p>18 — FBO: Randolph Air Svc 989-723-4929 Owosso Avn 989-723-6000</p> <p>19 — ATND: Mon-Fri 0900-1700 (excp major hol)</p>	<p>22 — NAV AIDS: IAP, 116.9 (FNT) 278° 17.6 NM to fld.</p> <p>23 — FUEL: 100LL**</p> <p>24 — RPR: Major A&P</p> <p>25 — WX: FSS LAN 800-992-7433, DUATS</p> <p>26 — SNW RMVL: Rwy 10/28</p> <p>27 — TRNSP: Rntl car 989-743-8400, Taxi, bus,bicycles</p> <p>28 — MEALS: Adj</p> <p>29 — RON: Adj (w/ taxiway & acct pkg)</p>

- 30** ● * Based on Flint rwy usage.
- Admin bldg access—depress V, then simultaneous III-II, then I.
 - Rwy 6/24 & 18/36 CLSD Dec 1-Mar 31 & when snow covered.
 - **Fuel 24 hr self serve, Major credit cards & Smart Card accepted.
 - Deer & birds on & invof arpt.

For definitions of *Contractions Used In This Directory*, and the legend of *Plan Symbols*, see *Contents*.

- 1 ASSOCIATED CITY:** The principal city or town the airport serves, is associated and with which it is readily identified. It is not necessarily the closest city or the mailing address.
- 2 AIRPORT NAME:** The name given the airport by its owner. If the airport name is known, but the associated city is unknown, refer to the Airport Cross Reference Index.
- 3 (5D3):** FAA designated airport location identifier.
- 4 ELEV: (AIRPORT ELEVATION)** Feet above mean sea level at the highest point on the landing surface.
- 5 LOCATION:** A sketch showing the relationship between the associated city, the airport, connecting roads, highways and other nearby airports.
- 6 OBJECT/OBSTRUCTION:** Reference to objects or obstructions that are of interest to pilots. If an obstruction penetrates the applicable approach surface, a displaced threshold is established to provide a landing reference. A standard general utility VFR approach surface is 20:1.
- 7 RUNWAY NUMBER:** The number identifying the runway that is the magnetic heading to the nearest 10 degrees. Runway 18/36 is a turf runway.
- 8 AIRPORT BEACON:** The location and operation of a rotating beacon on the airport. Beacons operate dusk to dawn unless otherwise noted.
- 9 RUNWAY DIMENSIONS:** The total length and width of full strength runways from threshold to threshold. The blackened runway represents hard surface (asphalt or concrete), otherwise the runway is turf.
- 10 SEGMENTED CIRCLE:** Location of a windsock, tetrahedron or wind tee. Markers identifying non-standard traffic patterns will be located in or near the segmented circle. The symbol  indicates the wind indicator is lighted.
- 11 DISPLACED THRESHOLD MARKING:** A location identified with markers on turf runways or paint markings on hard surface runways (and lighted if night operations), to depict the point a landing aircraft clears all physical (trees, buildings, pole lines), or imaginary obstructions (highway, railroad or adjacent property owners interest) at the applicable approach ratio. A displaced threshold is lighted for night operations according to standard lighting layout to indicate obstructions.
- 12 TURF RUNWAY MARKERS:** A marking device that depicts the physical dimension of a turf runway. These markers may be 3 ft yellow polyethylene cones, A-frames, painted tires, barrels or other means used to identify a runway.

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- 13 RWY LENGTH BEYOND DSPLCD THR:** The runway length remaining beyond a displaced threshold. The — symbol denotes that no displaced threshold exists and the full length is available for landing.
- 14 FM CITY:** Distance and direction of airport from the central business district (CBD) in nautical miles.
- 15 LGT (LIGHTING-AIRPORT):** Indicates the type of lighting systems in use at the airport. In this example, the airport has a Rotating Beacon (ROTB BCN) operating dusk to dawn (unless otherwise noted), standard Pilot Controlled Lighting (PCL) operating Medium Intensity Runway Lights (MIRL) activated by keying the microphone 3, 5, and 7 times on the Common Traffic Advisory Frequency (CTAF). “Not for public use” indicates runway lights are installed and operational, but not authorized for use by the general public. Runway lights without an annotation operate Dusk-Dawn. See Contents pg V for Airport Lighting Aids.
- 16 MGR/FONE:** Airport manager and the telephone number at which that person may be reached during normal working hours. Some managers perform other duties at different locations. If an airport manager cannot be reached during normal working hours, other telephone numbers and persons will be listed.
- 17**
- 18 FBO (FIXED BASED OPERATOR):** An aviation business should be enterprise located at the airport providing services such as; fuel, maintenance and flight instruction, and a business telephone number.
- 19 ATND (ATTENDED):** The hours normally attended by either the airport manager or FBO with the designated facilities and services available.
- 20 COORDINATES:** The geographic coordinates of latitude and longitude of the Airport Reference Point (ARP) listed in degrees, minutes and hundredths of a minute to accommodate navigation equipment. Coordinates are based upon North American Datum (NAD 83) derived on 1983 data.
- 21 LIC CLASS :** Designates a public use, General Utility licensed airport. Refer to excerpts from the Aeronautics Code of the State of Michigan for an explanation of services and facilities of the various airport classifications. (pg 323)
- 22 NAV AIDS:** IAP (INSTRUMENT APPROACH PROCEDURE): Indicates the airport has a published FAA instrument approach procedure.VOR/DME radial and distance from a nearby VOR facility to the airport, NDB (Non-Directional Beacon) direction and distance to airport and ILS facility. A VOR facility that provides distance measuring equipment for civilian aviation is referred to as DME even though the transmitter may be the TACAN version for military use.
- 23 FUEL:** The type of fuel available for sale by the FBO or airport owner. At irregularly attended airports other information may be listed to contact the appropriate person for refueling service.

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- 24 RPR (REPAIRS):** Availability and type of aircraft maintenance. Comments may include notations such as: emergency only, by prior arrangement, major airframe and / or power plant, avionics, propeller, etc.
- 25 WX (WEATHER):** The location, type of weather reporting facility and a telephone number or frequency at which such information can be obtained. Sources may be Flight Service Station (FSS), National Weather Service (NWS), Supplemental Aviation Weather Reporting Station (SAWRS), and Limited Aviation Weather Reporting Station (LAWRS), AWOS (Automated Weather Observation System), ASOS (Automated Surface Observation System).
- 26 SNW RMVL (SNOW REMOVAL):** Indicates if snow removal is provided and on which runways or any limitations that might be expected. Yes indicates snow removal is provided for all runways.
- 27 TRANSP (TRANSPORTATION):** Transportation that is normally available at the airport or in the community.
- 28 MEALS:** Availability and distance (statute road miles) to the nearest restaurant. CC indicates courtesy car. See *Contents* for additional Restaurant Listing.
- 29 RON (REMAINING OVER NIGHT):** Availability and distance (statute road miles) to the nearest hotel / motel. Courtesy car (CC) indicates the facility provides transportation to and from airport.
- 30 RMK (REMARKS):** Additional information that pertains to the safety of operations or of general interest.

AIRPORT DIRECTORY LEGEND

	Obstruction 1000 feet and higher		R.E.I.L.
	Obstruction below 1000 feet		R.A.I.L.
	Pole line		V.A.S.I. / P.A.P.I.
	High tension line		Segmented Circle
	Lines buried		Relocated threshold: Unusable. Blast pad, stopway (overrun) and length
	Beacon		Relocated threshold: Usable as taxiway
	Heliport		Under construction
	Tetrahedron; Tee; Windsock; Lighted		Turf/Hard surface ramp, taxiway or other areas not used for landings or take-off
	Bridge		Hard surface runway, total length and heading
	Fence		Hard surface runway with unpaved stopway (overrun) and length
	Railroad		M.A.C. markers no dis- placement
	Highway		Non-Standard runway markers, ie: tires, baskets, drums, etc.
	Bluff		Displaced threshold lighted/unlighted
	Marsh		Lighted runway (no displacement)
	Water area		ALS (approach lights system)
	Dam		
	River or stream		
	Trees, stumps or brush		
	Evergreen		
	Elevation (A.G.L.) of obstruction		
	V.O.R.T.A.C./V.O.R.		

RWY LENGTH BEYOND DISPLCD THR DESCRIPTION

- 09/ —** No displaced threshold, full runway length available.
- 27/ 3750'** Threshold displaced; obstructions (trees, pole line, buildings) exist in the approach surface. Runway length beyond displacement is 3,750'.